

**A SLED SYSTEM FOR MOUNTING
PARKING BRAKE AND SHIFT ASSEMBLIES**

TECHNICAL FIELD

This invention relates generally to the mounting of a parking brake and shift
5 assemblies, and more particularly to a sled system for accomplishing same.

DISCUSSION

Motor vehicle technology has evolved to provide the option of mounting various
assemblies in different locations within the vehicle. In a sport utility vehicle for example
10 it is preferred to mount the transfer case shift lever assembly, the parking brake hand
lever assembly and the gear shift lever assembly in a center console position for ease
of operation by the driver. In order to accomplish this the assemblies are generally
mounted to the vehicle floor pan.

Under conventional methods, the vehicle floor pan is generally comprised of a
15 stamping that is reinforced by various methods in order to accommodate mounting of
various assemblies and fixtures directly to the floor pan. Under the state of the art, a
single floor pan is supplied for both manual and automatic transmissions. In order to
accommodate a manual or an automatic transmission shift lever assembly, the floor pan
is constructed with the appropriate configuration, including the appropriate apertures and
20 fasteners to accomplish this. In doing so, in the instance when one or the other
transmission assembly is installed, there are necessarily fasteners and/or apertures that
are not utilized. This results in several negative limitations including increased cost
involved in fabricating a floor pan with fasteners and/or apertures that are not utilized
and fabricating the floor pan in a configuration that can accept either assembly.

Additionally, the floor pan must be constructed with added reinforcement in order to accommodate the stresses and strains involved in operating the assemblies. In providing a floor pan that can accommodate both manual and automatic transmissions, limitations in installation exist in that line workers come in contact with the redundant fasteners resulting in reduced ergonomics. In addition, when apertures are not utilized this results in the potential intrusion of water as well as the possibility of noise, vibration and harshness (NVH) problems in the vehicle. These limitations, unless compensated for, may result in complaints from the end user.

It is therefore desirable to provide a system which can alleviate the above-referenced negative limitations.

SUMMARY OF THE INVENTION

Accordingly, it is an object of the present invention to provide a sled system to accommodate an automatic or a manual transmission without the redundancies of fasteners and/or apertures that are not utilized.

It is a further object of the present invention to provide a sled system for assembly off site as a module for installation into a motor vehicle.

It is a further object of the present invention to provide a sled system that is sufficiently rigid thereby removing the necessity for reinforcement in the floor pan.

It is a further object of the present invention to provide a sled system that can accommodate a NVH and water barrier.

It is a further object of the present invention to provide a sled system that provides a harmonious environment for dimensional control.

These and other objects are obtained by providing a sled system having a sled with a predetermined configuration, the sled being adapted to fit onto a vehicle floor pan, the sled having a plurality of openings for accepting at least one assembly, the assembly being disposed within an opening in the sled and mounted to the sled by a plurality of fasteners.

BRIEF DESCRIPTION OF THE DRAWINGS

In order to appreciate the manner in which the advantages and objects of the invention are obtained, a more particular description of the invention will be rendered by reference to specific embodiments thereof which are illustrated in the appended drawings. Understanding that these drawings only depict an illustrated embodiment of the present invention and are not therefore to be considered limiting in scope, the invention will be described and explained with additional specificity and detail through use of the accompanying drawings in which:

Figure 1 is a perspective view of the sled system according to the principles of the present invention;

Figure 2 is a top view of the sled according to the principles of the present invention;

Figure 3 is a bottom view of the sled according to the principles of the present invention; and

Figure 4 is a schematic diagram of the sled system for mounting a parking brake and shift assemblies according to the principles of the present invention.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

The present invention is directed toward a sled system 10 for mounting a parking brake shift lever and other shift assemblies within a passenger compartment of a vehicle as illustrated in Figure 1. The sled system 10 has multiple applications depending on the intended use. For purposes of description of the illustrated embodiments, the sled system 10 will be detailed for use in a sport utility vehicle. The present invention as hereinafter detailed should not be interpreted as limiting the breadth of potential uses in other vehicles or in other commercial fields of endeavor for other intended purposes.

The sled system 10 in accordance with the illustrated embodiment of Figure 1 has a gear shift assembly 14, a parking brake hand lever assembly 18 and a transfer case shifter assembly 16 mounted to a sled 12. The gear shift assembly 14, the parking brake hand lever assembly 18 and the transfer case shifter assembly 16 are known in the art. The sled 12 has further mounted to it in a forward position to the gear shifter assembly 14, an instrument panel (I/P) mounting bracket 20, and in a rearward position to the parking brake assembly 18 a console mounting bracket 22.

In the environment of a sport utility vehicle, the sled 12 is mounted onto a floor pan 23 (a portion of which is shown) of the sport utility vehicle during assembly of the vehicle. The advantage over conventional methods is that the floor pan can be of a singular design, without the necessity to accommodate both an automatic and a manual transmission assembly. By incorporating the necessary complexity into the sled 12 to accommodate various assemblies, the sled system 10 as assembled in a vehicle has the advantage over the prior art of reduced cost and increased efficiency. Additionally, the sled 12 has the advantage of allowing for the reduction of NVH and the intrusion of water

without added extra measures being required at additional expense. Also, the sled 12 has the advantage of allowing for greater rigidity during operation of the gear shift assembly 14, the parking brake hand lever assembly 18 and the transfer case shifter assembly 16. As such, by incorporating the necessary rigidity into the sled 12 the removal of reinforcements from the floor pan is accomplished which translates into a cost savings.

By use of the sled 12 a line worker is not confronted with the necessity of coming into contact with fasteners that are not utilized during installation of various assemblies. The sled 12 also has the further advantage of having the gear shift assembly 14, the parking brake assembly 18 and the transfer case shifter assembly 16 being installed onto the sled 12 before the sled 12 is mounted into a vehicle. Therein the sled system 10 has the further advantage of being assembled off site and being introduced into the vehicle as a module.

Turning to Figures 2 and 3, an illustrated embodiment of the sled 12 is shown. The sled 12 is shaped to mate with the floor pan 23 (a portion of which is shown) of a vehicle. The sled 12 has a gear shift aperture 30 that is designed and positioned in the sled 12 to accept the gear shift assembly 14 such that placement of the gear shift assembly 14 into the gear shift aperture 30 results in the gear shift assembly 14 being in operable communication with the shift assembly operating cable (not shown) of the vehicle. In placement of the gear shift assembly 14 into the gear shift aperture 30, the gear shift assembly 14 comes in contact with gear shift fasteners 32 that are disposed on sled 12 in a predetermined configuration in order to mate with accepting orifices of a mounting flange portion of the gear shift assembly 14 (not shown) such that the gear

shift assembly 14 can be fixedly mounted into position on the sled 12.

Returning to Figures 2 and 3, the sled 12 has a transfer case shifter aperture 34 located in a position adjacent to the gear shift aperture 30 on the sled 12. The transfer case aperture 34 is positioned and adapted to accept a transfer case shifter assembly 16 such that a transfer case shifter assembly 16 when disposed within the transfer case aperture 34 is in operable communication with the transfer case operating cable (not shown) of the vehicle. The sled 12 further contains transfer case fasteners 36 which are positioned about the transfer case aperture 34 in a manner such that when the transfer case shifter assembly 16 is disposed within the transfer case aperture 34, accepting orifices in a mounting flange portion of the transfer case shifter assembly 16 accept the transfer case fasteners 36 such that the transfer case shifter assembly 16 can be fixed by way of the transfer case fasteners 36 to the sled 12.

Returning to Figures 2 and 3, the sled 12 has in a position rearward to the gear shift aperture 30 and the transfer case aperture 34 a parking brake hand lever aperture 24, and in a more rearward position a parking brake cable access aperture 28. The parking brake aperture 24 is designed and positioned to accept a parking brake hand lever assembly 18 such that when the parking brake hand lever assembly 18 is disposed within the parking brake aperture 24, the parking brake hand lever assembly 18 is in operable communication with a parking brake cable of the parking brake system of the vehicle. The parking brake aperture 24 has disposed around it parking brake fasteners 26 which are positioned such that when the parking brake assembly 18 is disposed within the parking brake aperture 24, accepting orifices in a mounting flange portion of the parking brake assembly 18 mate with the parking brake fasteners 26 such that the

parking brake assembly 18 is fixed to the sled 12. In mounting the parking brake assembly 18 to the sled 12, a brake cable extends from the parking brake assembly 18 to the vehicle, through the parking brake cable axis port 28 and a parking brake cable port 43.

5 18a1 ~~Returning to Figures 2 and 3, the sled 12 has in a forward position to the gear shift aperture 30 and the transfer case shifter aperture 34 an instrument panel (I/P) mounting bracket 20. The sled 12 has in a rearward position to the parking brake cable access aperture 28 a console mounting bracket 44. It should be understood that the I/P mounting bracket 20 and the console mounting bracket 44 are optional and may be attached to the sled 12 by a variety of methods. The sled 12 is fixedly mounted in position onto the floor pan 23 of a vehicle via fasteners that are accepted by front orifices 38, middle orifices 42 and rear orifices 40 of the sled 12. Additionally, when the sled system 10 is mounted in position, I/P mounting bracket 20 is used to mount to the instrument panel, and the console mounting bracket 44 is used to mount the console to the sled 12.~~

10 18a2 ~~It should be understood that the sled 12 can have various shapes in order to mate with a particular vehicle floor pan. Additionally, the sled 12 can vary in the placement, the position and design of apertures. Also, the sled 12 can vary in the existence of apertures, and in the existence and placement of fasteners. It should also be understood that the sled 12 may also be configured with or without the assemblies as shown in the illustrated embodiments including the removal of the transfer case shifter assembly 16, the parking brake assembly 18 or the gear shift assembly 14, or any combination thereof. Additionally, the sled 12 can be configured to accept other~~

~~components or assemblies such as for example a heater duct or a parking brake bracket. Finally, it should be understood that the I/P mounting bracket 20 and the console bracket 44 may have a variety of configurations, and may or may not be included individually or together on the sled 12.~~

5 18 a 3 y ~~Turning to Figure 4, the block diagram illustrates alternate embodiments of the sled system 10 wherein the sled 12 has a gear shift portion 50, a transfer case portion 52 and a parking brake portion 54, wherein a gear shift assembly 14, of either a manual or automatic type, is disposed and mounted in the gear shift portion 50, a transfer case shifter assembly 16 is disposed and mounted in the transfer case portion 52 and a parking brake hand lever assembly 18 is disposed and mounted in the parking brake portion 54. A console 58 is mounted to the sled 12 via the console mounting bracket 44. It will be understood that any combination of the gear shift portion 50, the transfer case portion 52 and the parking brake portion 54 may be used. It will also be understood that the gear shift portion 50, the transfer case portion 52 and the parking brake portion 50 will have an appropriate configuration, including the position and shape of apertures and the inclusion and position of fasteners in order to accommodate the disposition and placement of an assembly in an appropriate position in relation to a vehicle. In operation, following mounting of sled system 10 either as a module or assembled within the vehicle movement of an appropriate lever operates an appropriate system in the vehicle resulting in an appropriate response.~~

Those skilled in the art can now appreciate from the foregoing description that the broad teachings of the present invention can be implemented in a variety of forms. Therefore, while this invention has been described in connection with particular examples

thereof, the true scope of the invention should not be so limited since other modifications will become apparent to the skilled practitioner upon a study of the drawings, specification and the following claims.